

TRANSPORTATION in a New Century

*A report to the people of Miami-Dade County
Summer 2010, Issue No.13*



INSIDE THIS ISSUE...

Improving Transportation
through Smart
Management.....2

MPO Governing Board
Members.....2

American Recovery and
Reinvestment Act
(ARRA).....3

Transportation
Partners Update.....4-5

What's Happening at
the MPO.....6-7

MPO Citizen
Committees.....8

Get Involved.....8

Published by the Miami-Dade Metropolitan Planning Organization (MPO)
The Transportation Planning Agency for Miami-Dade County

Improving Transportation through Smart Management

An important pillar of a modern economy is the ability to move people and goods in a timely manner to where they need to go. Improving transportation mobility for Miami-Dade residents and businesses has been the goal of the Miami-Dade Metropolitan Planning Organization (MPO) since its inception in 1977. The MPO's continued planning efforts are placing greater emphasis on smart transportation management. In the context of economic constraints, aging infrastructure, and increasing population, the MPO strives to address the needs of residents and businesses by using financial resources, partnerships, expert knowledge, innovative strategies and community input in smarter and more efficient ways. The MPO applies these smart management practices in the three main elements of its vision: transit; green practices; and capacity optimization.

Transit - Improving public transit is a focal point of a larger effort to alleviate insufficient roadway capacity, preserve and maintain road infrastructure, and move people faster and more efficiently. The goal of the MPO and its transit partners is to use limited resources to serve a large territory, increase ridership, and maintain consistent schedules. In addition, transit is continuously evolving to direct service delivery to areas and residents who most need it. Examples of these efforts are seen in the new transit services offered

through the use of the limited access toll lanes along I-95 referred to as the "95 Express Lanes" and the new express transit service, the Airport Flyer, from Miami International Airport (MIA) to Miami Beach. The 95 Express Lanes, both southbound and northbound between the Golden Glades Interchange and downtown Miami, improve mobility by allowing faster, convenient travel for commuters. Using these lanes, the 95 Express Bus now provides a fast and convenient service for commuters who soon will enjoy traveling on brand new, Wi-Fi accessible, hybrid buses.

Going Green - Improving public transit is also related to the effort of transportation agencies to encourage people and businesses to make transportation choices that have limited impacts on the environment. While more efficient transit is an important part of the "going green" effort, Miami-Dade transportation agencies are engaged in a concerted approach to greener transportation, which includes multimodal transportation improvements, development of park and ride lots, and the designation of greenways. For example, the Miami Intermodal Center (MIC), located next to Miami International Airport (MIA), is a substantial multimodal transportation hub developed by the Florida Department of Transportation (FDOT). The MIC's "Miami Central Station" will bring together the

Metrorail, TriRail, Amtrak, and MIA Mover for residents and visitors to access MIA. In addition to multimodal concentration, the MPO also encourages telecommuting (working from home) and the designation of dedicated bus lanes along major travel corridors.

Capacity Optimization - Efficient use of transportation capacity is crucial for maintaining and improving the level of transportation service that Miami-Dade's residents and businesses expect. As the county is becoming built out, density in the urban core is increasing, and road capacity is reaching or has reached its limit. The MPO and its partners are making an effort to gain support in moving towards transportation options demanded by the constraints of the economy, environmental concerns, and the population's need for faster, cheaper, and more comfortable transportation options.

The following pages showcase the work of MPO and their transportation partners with a particular focus on projects funded by the American Recovery and Reinvestment Act (ARRA) of 2009. ARRA funded transportation projects will have a significant impact on the Miami-Dade community, and advance the MPO's goal to facilitate the efficient, economic movement of people and goods.

Miami-Dade MPO Governing Board

Voting Members

Dennis C. Moss, Chairman

Perla Tabares Hantman, Vice Chairwoman

Zevin V. Auerbach, *Municipal Representative*

Bruno A. Barreiro, *Miami-Dade County*

Steven C. Bateman, *City of Homestead*

Matti Herrera Bower, *City of Miami Beach*

Carlos L. Curbelo, *non-elected Official*

Jose "Pepe" Diaz, *Miami-Dade County*

Audrey M. Edmonson, *Miami-Dade County*

Shirley M. Gibson, *City of Miami Gardens*

Carlos A. Gimenez, *Miami-Dade County*

Maritza Gutierrez, *Miami-Dade Expressway Authority*

Sally A. Heyman, *Miami-Dade County*

Non-Voting Members (FDOT District VI)

Gus Pego, P.E., Secretary

Barbara J. Jordan, *Miami-Dade County*

Joe A. Martinez, *Miami-Dade County*

Andre D. Pierre, *City of North Miami*

Julio Robaina, *City of Hialeah*

Dorrin D. Rolle, *Miami-Dade County*

Natacha Seijas, *Miami-Dade County*

Katy Sorenson, *Miami-Dade County*

Rebeca Sosa, *Miami-Dade County*

Sen. Javier D. Souto, *Miami-Dade County*

Francis Suarez, *City of Miami*

MPO Secretariat Director

Jose-Luis Mesa, Ph.D.

TRANSPORTATION PARTNERS

FDOT - FLORIDA DEPARTMENT OF TRANSPORTATION

FTE - FLORIDA'S TURNPIKE ENTERPRISE

MDAD - MIAMI-DADE AVIATION DEPARTMENT

MDT - MIAMI-DADE TRANSIT

M-DPS - MIAMI-DADE PUBLIC SCHOOLS

MDX - MIAMI-DADE EXPRESSWAY AUTHORITY

POM - PORT OF MIAMI (SEAPORT)

PWD - MIAMI-DADE PUBLIC WORKS DEPARTMENT

SFTA - SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY/ TRI-RAIL



In 2009 the State of Florida was awarded ARRA funding for transportation-related projects estimated at: \$70M for airport projects, \$1.35B for highway and bridge projects, and \$316M for transit projects. The Florida Department of Transportation (FDOT) collaborated with cities, counties, Metropolitan Planning Organizations (MPOs), and other transportation partners throughout the state to develop a list of needed projects.

The Miami-Dade MPO solicited projects from municipalities, the Miami-Dade Public Works Department (PWD), and Miami-Dade Transit (MDT). Project proposals were refined and are now being administered by FDOT for the surface transportation related projects, and by MDT for the transit related projects.

MDT received \$69.8 million in ARRA funds that is being used for Metrorail and Metromover facility upgrades, the purchase of hybrid buses, and other infrastructure projects such as:

- upgrade signage and graphics for Metrorail,
- upgrade the Palmetto Metrorail Station Traction Power Substation,
- purchase buses to enhance service along Kendall Drive,
- replace Metromover station canopies and escalators,
- upgrade the Transit Operating System (TOS), which dispatches and tracks bus operators,
- upgrade facilities to be ADA compliant along the South Miami-Dade Busway,
- purchase hybrid vehicles,
- install Wi-Fi at Metrorail stations, and
- replace and install Metromover CCTV surveillance infrastructure.

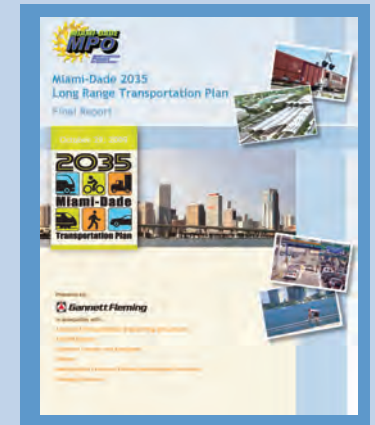
The Miami-Dade MPO distributed twenty percent (20%) of ARRA funds to Miami-Dade County municipalities for both transit and surface transportation projects. Of the \$69.8 million provided to MDT, \$11 million was allocated to twenty-eight (28) municipalities for transit-related projects such as: bus purchases, bus shelters, walkways and bikeways linking to existing transit stops, bus enhancements at bus stops including benches, bike racks, signage, bus canopies and storage for shuttle buses, purchase of trolleys, shuttle buses, and mini-vans for municipal circulators.

In addition to local projects that have immediate direct impact on the South Florida community, ARRA grants in the amount of \$1.25B are going towards the creation of a new high-speed rail corridor that connects Tampa Bay, Orlando, and Miami. The first phase of the service will connect Orlando to Tampa, with intermediate service to several of central Florida's major tourist destinations. This investment will initiate the development of the Tampa to Orlando segment, with speeds reaching 168mph and 16 round trips per day on brand new track dedicated solely to high-speed rail. Completion of this phase is anticipated in 2014.

The second phase will connect Orlando to Miami, following either an inland or coastal route. Scheduled for completion in 2017, the 230-mile Orlando to Miami line is expected to operate at speeds up to 186mph, reducing travel time between these two cities to approximately two hours, or roughly half as long as it takes to drive the same route. Ultimately, 20 round trips per day between Orlando and Miami are planned. Although no ARRA funding will be used for this segment, significant planning activities are ongoing to prepare for this second phase of Florida's high-speed rail vision.

MIAMI-DADE MPO PLANNING DOCUMENTS

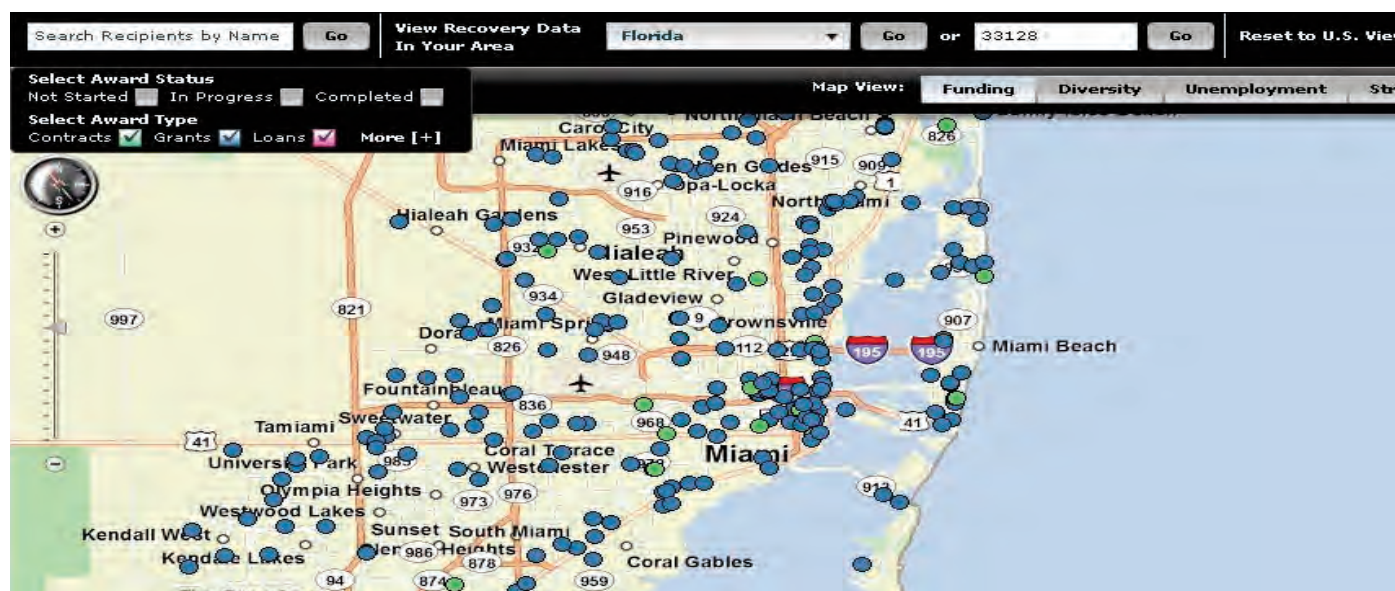
The 2035 Long Range Transportation Plan (LRTP) addresses a minimum 20-year planning horizon and seeks innovative ways to enhance mobility throughout the county.



The 2010-12 Unified Planning Work Program includes: program administration, data surveillance, technical support, community involvement, urban travel forecasting, and technical policies and studies of highway, transit and financial issues.



View these documents at www.miamidade.gov/mpo



You can view ARRA projects at www.recovery.gov



Florida Department of Transportation (FDOT)

FDOT District Six was awarded approximately \$126 million in ARRA funding for various transportation projects. Most of the funding will be used for three major projects:

1. **SR 826/Palmetto Expressway and SR 836/Dolphin Expressway Interchange** - FDOT and MDX are collaborating on rebuilding this interchange to enhance safety and reduce congestion in the area. The project includes widening along both SR 826 and SR 836, the construction of a four level interchange as well as modifications of the Flagler Street/SR 826 and the Milam Dairy Road/NW 72nd Avenue/SR 836 interchanges.
2. **US-1 South Corridor** - Almost three miles of the existing two-lane roadway along this corridor, known as the '18-mile stretch' between Florida City and Key Largo, will be reconstructed to provide a 10' northbound shoulder that can be used as an emergency evacuation lane. Barrier walls will separate opposing traffic and a 40'-span bridge will provide a wildlife crossing corridor.
3. **Open Road Tolling** - The Homestead Extension of Florida's Turnpike (HEFT) will be converted into an all-electronic toll facility. New tolling structures will be fabricated and installed at tolling points to accommodate the new toll collection equipment.

In addition, the following are other major projects being worked on:

- **Port of Miami Tunnel** - The state of Florida and the Miami Access Tunnel (MAT) consortium reached a final agreement on the construction of the tunnel on October 15, 2009. Construction activity will begin in approximately seven months with actual boring to begin on Watson Island in approximately two years with an expected overall completion in 55 months. During construction the same number of lanes will be maintained along the MacArthur Causeway.
- **NW 25th Street Viaduct** - Funding has been allocated for the construction of both the elevated (viaduct) and surface (at-grade) roadway portions from the Palmetto Expressway to NW 68th Avenue.
- **95 Express Project** - This project combines the managed lanes concept, with carpool and transit incentives, ramp signaling, and incident management services to provide motorists with a multi-faceted solution to traffic congestion. Both directions of I-95's general purpose lanes remained at 4 lanes, while the HOV lanes were converted to two managed "express" lanes. Ramp signals along the entrance ramps are helping improve traffic flow on the general lanes by controlling the disruptions caused by unregulated traffic entering from the ramps.

Miami-Dade Expressway Authority (MDX)

MDX has been hard at work on several significant transportation improvements:

- **Don Shula Expressway/SR 874 Mainline Improvement and Reconstruction of the Killian/SR 874 Interchange** - Improve traffic flow on both the expressway, as well as at the busy intersection of Killian Parkway and SW 107th Avenue. In addition to building an additional lane in each direction, noise barriers along the residential areas are being installed. This project is currently under construction and will be completed in fall 2011.
- **Dolphin Expressway/SR 836 Improvements** - Construction is underway on the SR 836 eastbound auxiliary lane from 57th Avenue to LeJeune Road, which will provide an additional travel lane in the eastbound direction alleviating the most congested segment of SR 836. The project is on time to be completed in the spring of 2011.
- **Intelligent Transportation Systems (ITS)** - Recently completed installation of ITS on the entire system, which is made up of a network of vehicle detectors, cameras, and fiber optics for Traffic Incident Management. ITS is able to communicate travel conditions to motorists and dispatch emergency responders to an incident or crash.

As MDX moves towards the implementation of Open Road Tolling (ORT), projects will continue to be delivered on time and within budget to continue moving the community forward.



Miami-Dade Public Works Department (PWD)

In cooperation with the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT), PWD is currently administering projects which account for \$24.7 million of the Highway Infrastructure Investment portion of ARRA. PWD proposed 64 infrastructure projects, which are divided into 8 categories: Americans with Disabilities Act (ADA) bus stop access, drainage improvements, guardrail installation, illuminated street name signs, pavement markings, sidewalk and street lighting improvements, and roadway resurfacing. PWD continues to work diligently in order to accelerate contracts towards project construction and the expenditure of the allocated monies. To date, all projects have been advertised and most have been issued a construction notice to proceed.

Miami-Dade Transit (MDT)

MDT has received \$69.8 million in federal stimulus money that will be used for Metrorail and Metromover facility upgrades, the purchase of hybrid buses and other infrastructure projects. Approximately \$2.8 million in ARRA grants will be used for the refurbishment of Bicentennial Park Metromover Station, the installation of Wi-Fi at Metrorail stations, and miscellaneous refurbishment of Metrorail track. MDT is also allocating twenty percent (20%) of its ARRA funding to twenty-eight (28) municipalities for transportation-related projects.

South Florida Regional Transportation Authority (SFRTA/Tri-Rail)

The SFRTA, operator of the Tri-Rail commuter rail service, has been granted \$16,059,215 as part of ARRA. The SFRTA is working to apply these ARRA economic stimulus funds toward the purchase of new rolling stock. Recent SFRTA studies have identified a need to add both new locomotives and railcars to Tri-Rail's aging fleet; therefore, ARRA funds may be applied to a mix of both locomotives and railcars. New locomotives would provide the Tri-Rail system with improved reliability, capacity and efficiency. These new locomotives would be more fuel-efficient and reduce emissions, complementing the SFRTA's recent conversion to biodiesel fuel and overall efforts to "go green". Up to five (5) locomotives could be purchased with ARRA funds. The SFRTA could obtain up to ten (10) new railcars with ARRA funds by exercising an existing contract option.

Miami-Dade Aviation Department (MDAD)

Miami International Airport's (MIA) was one of the few U.S. airports to maintain stable passenger traffic levels last year, serving 33.9 million passengers in 2009. MIA continues to be Florida's leading international gateway, handling 69.5 percent of the state's arrivals from abroad, more than all the other airports in Florida combined. MIA's North Terminal Phase I, the new "front door" for American Airlines passengers that includes a new check-in and baggage claim area, opened for business in November 2009. American Airlines relocated its operations to the new 290,000-square-foot area, which features 58 ticket agent positions, 66 self-service check-in devices, 14 curbside check-in positions, and two new security checkpoints that provide fast and easy access to North Terminal's newly completed gates. Construction is underway for the "MIA Mover". The MIA Mover will be an automated people mover system operating between MIA and the two major structures of the Miami Intermodal Center (MIC), the Rental Car Center (RCC) and the Miami Central Station (MCS). FDOT has built the guideway foundations, and the 30,000 square foot MIC Station will be built as part of the RCC construction. The MIA Mover will be operational in 2012. At the Kendall-Tamiami Executive Airport the 'Runway 9R-27L Extension Project' will lengthen Runway 9R/27L by an additional 1,000 ft. to better accommodate operations by corporate jet aircraft.

Port of Miami (POM)

ARRA's Port Security Grant Program allocates \$150 million for projects that aim to protect critical port infrastructure from terrorism; enhance maritime domain awareness and risk management capabilities; and support the implementation of the Transportation Worker Identification Credential. In addition, \$1 billion in new infrastructure development will be coordinated with the Panama Canal expansion project such as: dredging the main channel harbor to -50 feet depth; providing direct highway access via a tunnel for trucks carrying cargo; and building intermodal and distribution network in cooperation with the Florida East Coast Railroad (FEC).



Public Transportation Improvement Plans

The Metropolitan Planning Organization (MPO) developed short and mid-range plans to improve public transportation services. The short-term plan includes recommendations that can be implementable in a 2-year period, while the mid-term plan can be implemented 5-years and beyond. Some short-term recommendations include:

- Implement a "Trunk and Feeder Bus System" in phases to avoid disruptions in the service and provide enough time to educate transit riders.
- Development and construction of bus terminal facilities, the Downtown Miami Multimodal Terminal, and Park & Ride facilities.
- Continue the expansion of the "Bus on Freeway Shoulders" program.
- Implement Bus Rapid Transit (BRT) service along major travel corridors.
- Conduct a mass marketing campaign.

Some mid-term recommendations include:

- Continue the construction of transfer stations throughout the County.
- Develop service operations for the Miami Intermodal Center (MIC).
- Construct a "Transit Mall" in downtown Miami.
- Design reversible lanes and dedicated bus lanes.
- Implement BRT services.

Regional Long Range Transportation Plan

The Miami-Dade, Broward, and Palm Beach MPOs prepared jointly a Regional Long Range Transportation Plan (RLRTP) to determine the tri-county area's regional needs through the year 2035. The plan is being used to coordinate regional projects and to determine projects of high priority for the region. Visit www.seftc.org to view the 2035 RLRTP and keep up with regional transportation activities.

Senior High School Student Safety Campaign

The campaign will develop a student pedestrian and vehicular safety program targeting senior high school students in Miami-Dade County. The project started in 2009 and is now in its second year with a campaign highlighting the dangers of distracted driving.

NW 7th Avenue Traffic & Pedestrian Study

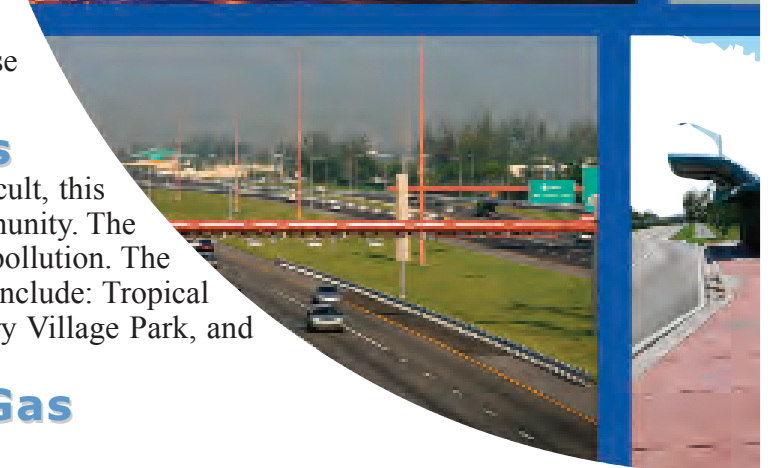
This study documents the need for pedestrian improvements along NW 7th Avenue and to document the impacts of the federal immigration facility at NW 7th Avenue and NW 88th Street. Existing traffic model outputs were evaluated to assess the impacts of proposed land use changes along the corridor.

Pedestrian Safety at Miami-Dade Regional Parks

Because wide roads and intersections tend to make pedestrian access to county parks difficult, this study aims to improve pedestrian safety in our county parks to create a more walkable community. The goal is both to encourage physical activity and reduce driving trips, fuel consumption and pollution. The five parks selected for the study had significant roadway barriers to pedestrian access and include: Tropical Park, Caleb Center/Partner Park, Francisco Human Rights Park, Little River Park, Country Village Park, and Gouds Park.

South Florida Clean Energy and Greenhouse Gas Emissions Reduction

Geared towards promoting the growth and development of alternative fuel vehicles/infrastructure in South Florida, the program seeks to provide technical assistance to local governments on the subject as well as to develop outreach campaigns to educate the public on the benefits of alternative fuels and clean cities. The program will also model ordinances for greenhouse reduction for vehicle fleets and create a marine industry biofuel plan and a niche market plan for heavy engines.



Information on these activities and studies



Miami-Dade County Bicycle and Pedestrian Facility Maintenance

This program will ensure the longevity and safety of the existing network of over 130-miles of shared-use paved paths. Millions of taxpayer dollars are being invested in the construction of new bicycle and pedestrian shared-use trails to improve the mobility and promote healthy recreation in our community.

Northeast Corridor Traffic Flow Implementation Plan

This plan provides transportation improvements in the northeast section of the County. It identifies projects to improve traffic flow and reduce congestion along several corridors in the northeast area, and to provide alternatives to the single occupant automobile as a method of transportation. Its goal is to determine potential funding sources, and lay out a blueprint for implementation.

FEC Transit Connection Study

This study evaluates the feasibility of implementing premium transit services along the FEC corridor from Miami International Airport to the Dadeland area to complement a planned bicycle trail facility also known as the Ludlam Trail project, and linking to future Kendall corridor transit improvements.

Transit Circulator Improvements

The City of Opa-Locka, in cooperation with the Miami-Dade MPO, has planned a circulator bus system to provide free transit access to underserved areas in the city. Service is anticipated to begin in 2011.

Site Location for Bus Shelters Installation

Areas that are suitable for the immediate installation of bus shelters are currently being identified in the County. This study also includes an on-site visual survey of active bus stop locations throughout the Miami-Dade Transit (MDT) system, and will develop a list of feasible bus stop locations by jurisdiction.

2009 Congestion Management Process Update

The purpose of the Congestion Management Process (CMP) update is to comply with the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU) requirements. The MPO has an established CMP, which was previously known as Congestion Management System or CMS, to monitor the transportation network in County. The 2009 CMP update includes: a review of practices employed by other MPOs, a description of the Miami-Dade MPO's CMP and execution mechanism, identification of congested spots and corridors, and recommendations to improve the CMP.

US 1/SR-878 Intersection Sub-Area Traffic Study

The objective of this study was to develop several strategies to alleviate traffic congestion along US-1 in the vicinity of SR 878. Options examined were improving traffic light coordination, elevation of roadways, eliminating left turns at key spots, adding turbo-lanes, and re-routing traffic patterns. Traffic simulation/analysis software was used to evaluate these various strategies. The study then recommended the implementation of a turbo-lane concept on the northbound lanes of US-1 at this intersection.

Adding Turbo Lanes to T-Intersections Study

The study evaluates T-intersections that can be converted to turbo-lanes within the county boundaries. T-intersections consist of one minor road connecting to a larger road and not going through all the way, and are controlled by traffic lights or rely on right-of-way rules. Although turbo lanes could be seen as a positive factor for expediting thru traffic at these intersections, they may also create a safety concern for pedestrians and cyclists. The study will provide a cost-benefit analysis on the feasibility of improvements related to adding new turbo lanes.

can be found at www.miamidade.gov/mpo

Give Us Your Feedback!

Name:

Address:

City/State/Zip:

Phone:

Email:

Mail this survey to:
Miami-Dade MPO
Stephen P. Clark Center
111 NW 1st Street, Suite 920
Miami, FL 33128

Fax this survey to:
(305) 375-4950

Email us at:
mpo@miamidade.gov

Visit our website:
www.miamidade.gov/mpo

The Metropolitan Planning Organization (MPO) wants you to be involved in one of the following four citizen committees that address transportation interests and make recommendations to the MPO Governing Board.

Citizens Transportation Advisory Committee (CTAC)

The CTAC consists of forty-six (46) members who evaluate the recommendations generated during the development of the MPO's transportation plan, and serve as a forum to raise issues pertinent to the process. The CTAC ensures that proposed transportation projects are responsive to the community's perceived needs and goals.



Bicycle/Pedestrian Advisory Committee (BPAC)

The BPAC consists of twenty-three (23) members from bike clubs, civic organizations, and walking/running clubs, etc. Responsibilities include assisting with the development of the non-motorized component of the Long Range Transportation Plan (LRTP), reviewing transportation plans and programs, and providing an opportunity for the public to speak on issues that affect people who walk and ride bicycles.

Transportation Aesthetics Review Committee (TARC)

The TARC consists of twenty-three (23) members who mainly have a design background including architects, landscape architects, planners, and engineers. They ensure that high visibility transportation projects are reviewed for their aesthetic impact on the community, and advise the MPO Board on aesthetic aspects of transportation projects.



Freight Transportation Advisory Committee (FTAC)

The FTAC consists of twenty-three (23) members who represent the stakeholders of the freight and goods movement industry such as private sector freight firms involved in break-bulk, marine cargo, logistics, local distribution, air cargo, terminal, rail freight, warehouse, and over-the-road operations, etc. Their mission is to address the multimodal transportation needs of freight movement throughout Miami-Dade County.

Individuals interested in serving on one of the above citizen committees should contact the MPO at 305.375.4507

The preparation of this report has been funded in part from the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 of Title 23, U.S. Code), and Miami-Dade County, Florida.

The contents of this report do not necessarily reflect the official views or policy of the U. S. Department of Transportation.

This document was published through a cooperative effort of the MPO and the Metropolitan Center at Florida International University.

Project Team Members: Elizabeth Rockwell, Candy Hurtado, Maria Ilcheva and Mauro Ponce.

